

INFORMATION REPORT

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13 March 1952

USSR (Lithuanian SSR)

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(LISTED BELOW)SUPPLEMENT TO
REPORT NO. 25X1RETURN TO CIA
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1. Kaunas airfield is located on a hill south of Kaunas (54/55N - 23/55E), near a bridge over the Memunas (Memel) River and a cable-railway, which starts about 200 meters south of the bridge and ends about 100 meters from the northern perimeter of the field. The circular field had an asphalt road about 6 meters wide around it. Two damaged hangars, which were being salvaged by a building firm, were located 200 meters west of the end of the cable-railway. From 25 to 30 one-and two-family houses quartering Soviet officers and their dependents were located on the outer side of the circular road, east of the end of the cable-railway. The officers and soldiers observed wore brown uniforms and epaulets with light-blue borders mounting crossed-propeller insignia. The field had a firm grass cover. *

2. Cargo-carrying gliders towed by twin-engine aircraft, referred to as Douglas planes, approached the field daily. The gliders were semi high-wing mono-planes with a slight sweepback, wide wings, tapering towards the rounded-off tips, the trailing edges of the wings form a right angle with the fuselage. The wings did not have a dihedral. It had a simple tail assembly not projecting beyond the rear end of the plane, a landing gear fixed to the fuselage, a nose wheel and a tail spur, the wheels of the landing gear being not less than 1 meter in diameter. ** After being released at an altitude of about 300 meters over the field and circling two or three times, the gliders landed individually at intervals of seven or eight minutes. Usually, landing runs did not exceed 200 meters. The twin-engine aircraft landed after the gliders. After landing, the gliders were unloaded and towed from the rear by a tractor. Their cargoes were hauled away. They consisted of one cubic meter boxes which had to be carried by six men. No cranes were available. Take-offs were made in groups of up to 70 planes towing gliders. The planes flew in the direction from where they had come. No other aircraft types were observed at the field.

25X1 * [] Comment. The report indicates that the improvement of the field including a runway, two hangars and billets was completed by the spring of 1950. For layout of field, see Annex.

25X1 25X1 ** [] Comment. [] this may have been the type-24 Yakovlev glider. 25X1

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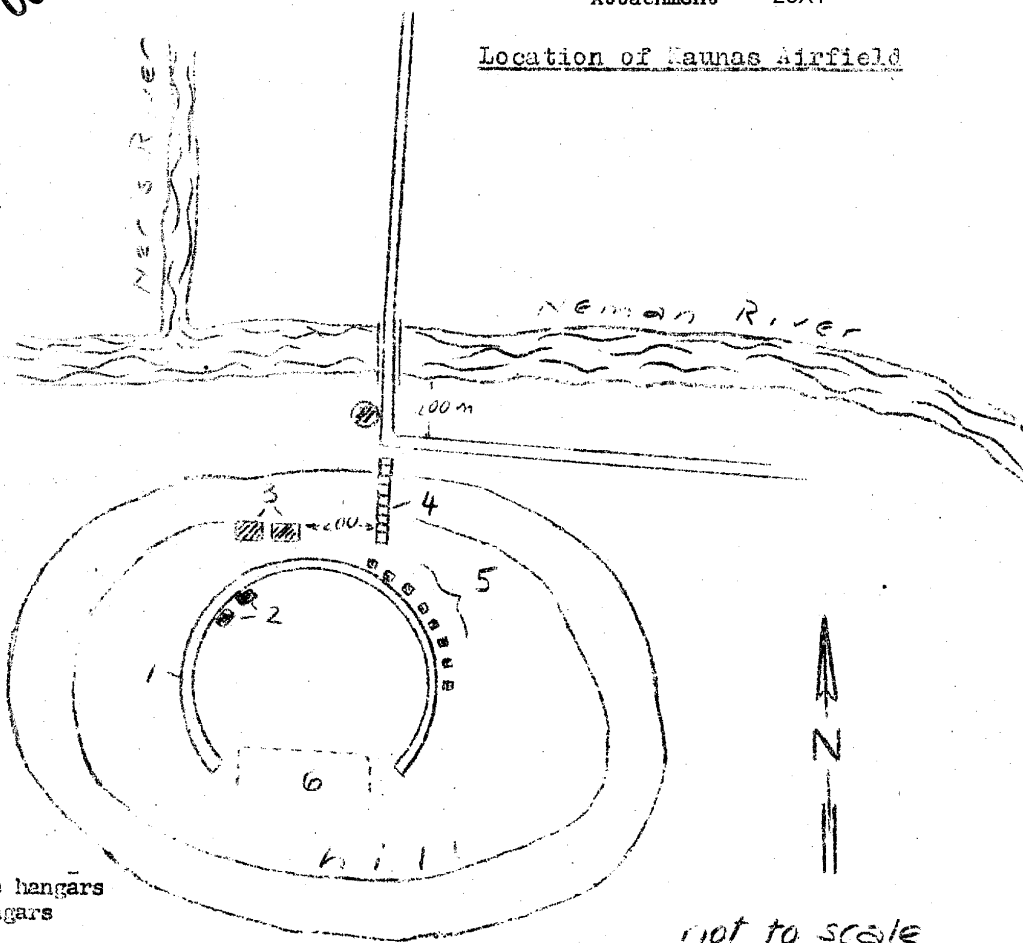
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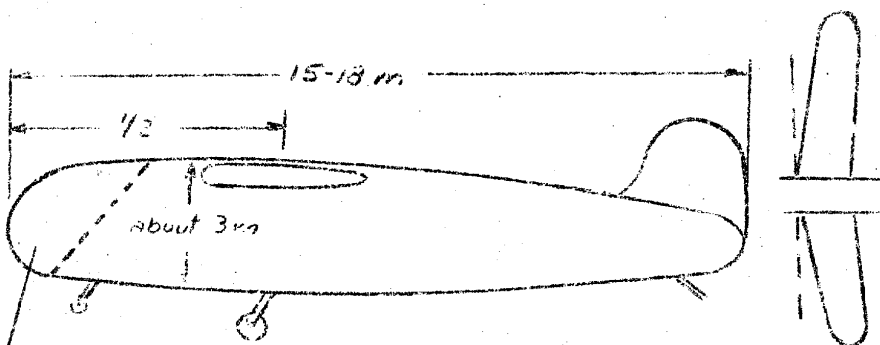
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Location of Kaunas Airfield



1. Taxiway
2. Serviceable hangars
3. Damaged hangars
4. Cable car
5. Apartment houses
6. Aircraft parking site

Cargo Glider at Kaunas Airfield



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